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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
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The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 2nd May, 1901

It will have been noted that our Canton correspondent's letters lately have been mainly recitals of piracies and the exploits of brigand-chiefs. It is evident from other sources too that there has been a great revival in this great curse of the West River provinces, and that the fear of the law which Li Hung-chang inspired in the robber confraternity during his Viceroyalty in the Two Kwangs has now entirely passed. Burglaries of the most daring description, such as that chronicled by our correspondent, holdings-up of ships, and blackmailing of officials, military and civil, are once more rife. H.E. Ma, though he has shown himself in many ways a wise and honourable official since he came to Canton, does not seem able to cope with the situation. The disorderly elements which embraced the opportunity offered by the Triad rising last year, and were put down with their comrades in arms by the Imperial troops, seem to have recovered their courage and taken again to the profitable pursuit of brigandage by land and water. Arms-smuggling, we learn, is being carried on busily at Wuchow and along the West River, and rumours are heard of another rising. There is a good deal of unrest in the neighbourhood of our own New Territory boundary, and Samcheu, that hotbed of disorder, which the British Government decided to leave as a thorn in our side, requires careful watching. We may be sure that our local authorities are giving full attention to the matter, but the Chinese officials seem supine. Good results have been obtained before now by the co-operation of the British and Chinese, and we hope that at the present time the Viceroy at Canton may be urged to show more vigour, and may be assured that he can count on

our help. Piracy has always been a serious menace to Hongkong trade, in spite of what Consular Reports may say, and disorders in Kwangtung are still more dangerous to us now with our new frontier on the mainland.

In Mr. W. J. TUTCHER's report on the Botanical and Afforestation Department during last year, some remarks with regard to the New Territory are well worth serious consideration. Mr. TUTCHER advocates the establishment of an Experimental Garden, as there is, he says, a considerable quantity of agricultural land in the New Territory. He strongly recommends the establishment of a garden of this kind for testing economic plants likely to succeed in the district. The Chinese themselves are not likely to take the initiative in introducing new industries; but, he continues, if the Botanical and Afforestation Department were to show them that certain plants could be grown with success, no doubt the natives would then take to cultivating such plants. He points out that the Japanese in Formosa have already established experimental stations, and the French at Kwauchauwan, and the Germans at Kiaochau have also under consideration similar schemes. There are many kinds of fruits which could be grown, and if this were done we should not only have better varieties than those already in the market (a most desirable consummation), but new kinds as well. We hope to see this recommendation of Mr. TUTCHER adopted, for the cost will only be small, the benefits derived may be considerable, and there will be one more small advantage from our possession of the New Territory to set against its heavy expenses.

The warrant and non-commissioned officers of the Royal Engineers are giving a dance to-night at Wellington Barracks.

H.M.S. *Lizard* arrived yesterday from Pak-hoi, while H.M.S. *Hermione* left for Woosung. The U.S. monitor *Monterey* reached here from Canton on Tuesday, and the U.S. gunboat *Concord* left for Amoy yesterday.

We call our reader's attention to the notice appearing in another column to the effect that the members of the Royal Hongkong Golf Club are "At Home" to-morrow, on the occasion of the final tie in the Championship, from 3 to 6 p.m., and request the presence of ladies to witness the game.

Mr. J. A. Ross, lately of Messrs. Butterfield and Swire's, who acted as referee during the past football season, was a passenger by the *Princess Irene* yesterday. Whilst pursuing his favourite game he met with an accident which necessitated him undergoing an operation. This, however, proved unsuccessful, and Mr. Ross has departed for London to seek further advice.

Five sergeants of police left for home by the *Princess Irene* yesterday on nine months' leave of absence each. They originally purposed going by the *Chienan*, but were prevented by an outbreak of small-pox on board that steamer. Their passages were transferred to the *Sobraon*, which is now aground on Tung Yung Island. Places for them were then found on the *Princess Irene*, and the five departed yesterday.

Yesterday's lawn tennis results were as follows:—A class Handicap—A Humphreys, 9 wets 2/8, beat E. F. Mackay, 4/6, (6-2, 7-3); Double Handicap—T. S. Smith and E. J. Grist, 15 (6-3, 6-4); Championship—P. A. Cox beat P. H. Yeats (0-6, 6-2, 6-3, 5-7, 6-3). To-day's fixtures are:—Finckney and Slade v. Yeats and Barrett; Smith and Grist v. Cox and Mackay.

A correspondent writes that he noticed yesterday afternoon, when coming over from Kowloon to Hongkong, four coolies carrying two large baskets of clothes from plague-stricken people getting into the launch *Guiding Star*. "This," he says, "is an excellent means of spreading plague, and considering the large number of passengers going to and fro by these launches, the Sanitary Board ought to know about it." If the facts are as stated, we cordially agree with our correspondent. The matter is one which should be enquired into at once.

A highly interesting concert was given in the Sailors' Institute, Kowloon, on Tuesday evening last, by friends from the Torpedo Depot. Besides the sailors a large number of sympathisers were present, including a good many soldiers. The various items on the programme were very well rendered and the audience testified their appreciation by their frequent rounds of applause. Where all was of a high order, the efforts of Mr. Kessick, R.N., Mr. Allen and Mr. Hooks, R.N., were specially well received. The programme consisted of a song by Mr. Warder, "Queen of the Earth," Mrs. Brand sang lustily "Another Day," and was followed in good style by Mr. Butler in "True till Death." Mr. Allen recited "Look at the Block" after which "Tarboar Watch" was sympathetically sung by Messrs. Warder and Brand, a humorous song by Mr. Books, R.N., concluding the first part of the performance. Part II. was opened by a stomp speech by Mr. Kessick, R.N., which was followed by a song, the "Holy City," by Mr. Warder. The other items in Part II. were a song by Mrs. Brand entitled, "Till for Tat," "When your Hair grows Whiter, Mother," by Mr. Rubie, recitation by Mr. Allen, "My First and Last Appearance," concluding with a song, "The Yaller Girl," by Mr. Hooks, R.N. A very hearty vote of thanks having been accorded to the performers, a pleasant evening was brought to a close with "God Save the King."—Contributed.

The Taylor-Carrington Company, having completed their tour in Japan, are now playing at Tientsin.

An order of the British Government, extending American bear from Army contracts, causes some surprise at Washington.

Owing to the claims on our space we are obliged to hold over a letter signed C. V. L. until to-morrow's issue.

Capt. G. W. D. B. Lloyd, Royal Welsh Fusiliers, has been seconded for service with Mounted Infantry in South Africa.

H.B.M. despatch boat *Alacrity*, with Admiral Sir Edward Seymour on board, and the t.p.d. *Other*, left Nagasaki on the 28th ult for Weihaiwei.

During the 24 hours ending at noon yesterday there were reported 14 fresh cases of plague and 15 deaths (all Chinese); and one fresh European case of small-pox.

M. Pavloff, the Russian Minister, left Seoul on the 20th ult. He was recently bitten by a mad dog, and has left to go to Saigon for treatment. The actual wound is slight.

An *Asahi* telegram says with reference to the French loan to Corea that Mr. McLeary Brown, the Commissioner of Customs, was not consulted when the Customs revenue was made security for the loan, and it is expected that Mr. Brown and the British Minister will enter a protest.

In consequence of Mr. J. H. Longford, H.B.M. Consul at Nagasaki, having left by the *Princess Irene*, Mr. R. G. Forster, First Assistant in the Consular Service, has been appointed to act as H.B.M. Consul at Nagasaki. Mr. J. T. Wynn, of the Nagasaki Consulate, has also left there to take charge of H.B.M. Consulate at Tamsui.

We are informed by Messrs. John D. Humphreys and Son, General Managers of Olivers Freehold Mines, Limited, that they have received a telegram from the mines, giving the result of April crushing as follows:—"335 tons of quartz crushed for a yield of 283 ounces assorted gold; mill ran 21 days. The cross-out at 500 feet is in 70 feet."

Japanese papers report that since the new tariff came into operation, trade in Vladivostok is languishing. Some Russian merchants are taking steps to have the restrictive tariff amended, though there is not the least chance of their efforts proving successful. The Japanese traders are also having very hard times. The N.Y.K. is alleged to be contemplating the abandonment of the line.

The death is announced of Sir Edward Watkin, the veteran railway magnate. Sir Edward Watkin was born in 1819—the same year as Queen Victoria—in their young days he and the late Mr. George Wall formed a friendship (strongly enough cemented in an affair of love won by Mr. Wall) which lasted through life, and which was of special benefit to Mr. Wall when tiding over the worst of the coffee crisis.

The American kerosene oil consumed in the interior of Corea has hitherto been imported into that country from Japan in transit from the United States. The quantity amounts to upwards of 250,000 cases per annum. A Japanese paper now learns that Japan in a few months' time will be deprived of the transshipment business, for it is reported that the Standard Oil Co. of New York has arranged to transport the oil to Fusan direct from New York on the completion of the oil-pipeline which the company is at present constructing at the above-named Korean port. The oil-pipeline is to be completed in August next.

The *Times* of the 13th ult. published an interesting article by the Austrian Count Sternberg, who was with the Boers in the principal stages of the war. Upon the tactical lessons of the war the Count remarks, incidentally, that Europeans on the Boer side practising modern tactics were shot or captured without doing the smallest good. The war had taught that European tactics were antiquated and pedantic. The battle of the future would last very long, and be fought between a series of units. The tactical system would be one thin, widely-extended line, as adopted by Lord Roberts and Lord Kitchener. The actual attack would be reserved for falling light. Officers and men must be so trained as to enable small bodies to act independently; and good marksmanship would be absolutely essential.

It is reported from Seoul, says the *Nagasaki Press*, that Russia has not yet abandoned her claim for the lease of Chinha Bay. The recent withdrawal from Masampo of the powerful Russian fleet would seem to show that Russia has renounced her policy in connection with the lease question, as she is stated to have recognised the inadvisability of inviting Japan's interference by the active movements of the warships. It is reported that the Russian Minister to Corea is at present using his utmost influence in persuading the pro-Russian Ministers to obtain the lease. There is much uncertainty concerning the news that the Russian bluejackets have been withdrawn from Masampo. According to the latest news the Russian bluejackets still remain there. A Japanese Government cablegram says that a body of Russian troops have made an appearance on the Korean frontier in the north. The Russian authorities assured the Korean Government that these Russian soldiers will not cross the boundary, being kept for the sole purpose of preventing depredations by the Mazoks or Chinese handits. The Korean troops, however, have encountered these marauders and driven them away.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

GENERAL NEWS.

London, 30th April, 8.45 p.m.

MCKINLEY'S ORATORICAL TOUR.

President McKinley is touring through ten States, on his way to Oregon. The train stops at 300 places, the chief speeches to be delivered at Memphis, New Orleans, Saint Louis, and Nashville. Messrs. Hay and Root are accompanying him.

GREAT AMERICAN STEEL OPERATIONS.

The Pennsylvania Steel Company has been incorporated with a capital of fifty million dollars. Also the manufacturers of stationary engines at Milwaukee, Chicago, and Cranston [?] have combined, with a capital of thirty-two millions dollars.

PIERPONT MORGAN'S LATEST.

Mr. Pierpont Morgan is negotiating the purchase of the ordinary shares of the Leyland Steamer Co. for one and three quarter millions pounds sterling.

REUTER'S SERVICE.

London, 29th April.

SOUTH AFRICA.

Twenty-five Colonials were surprised by 400 Boers near Kroonstad. Resistance was maintained for eight hours, during which time fourteen of the Colonials were killed, and the remainder wounded. Their ammunition becoming exhausted, they then surrendered.

The Boers have derailed an ambulance train south of Pretoria.

THE MURDER OF THE SCIENTIST MENCKE.

The German Emperor has ordered the cruiser *Hansa* to leave the China Station, and to proceed to the scene of the murder of the German scientist Mencke to exact reparation.

London, 29th April.

SOUTH AFRICA.

Kitchener's scouts surprised Commandant Vonrensburg's laager to the north of Pietersburg. Seven Boers were killed and 41 taken prisoners. 38,500 rounds of ammunition, also all the wagons and animals were captured.

SALE OF THE LEYLAND LINE OF STEAMERS.

Mr. Pierpont Morgan has bought the Leyland Line's fleet of steamers. It is stated that further purchases are contemplated with a view to a shipping combination.

CHINA.

Viscount Cranborne states that no reduction of the garrison at Shan-hai will be made for the present.

It is contemplated that some British troops may be withdrawn from Tientsin and Weihaiwei.

THEATRE ROYAL.

Perhaps one of the greatest hits ever made (from the purely humorous point of view, that is) by the Boer Comedy Company was scored when they staged *The Brixton Burglary*. The outline of the plot has already been published, but one must see the play to realise and enjoy its wealth of humour, its absurd situations, and its laughable denouements—following one upon the other with a rapidity and unexpectedness that kept the audience in a continual state of merriment. A good house favoured the production of the play on Tuesday evening, among those present being H.E. the Governor and Lady Blake, and party.

There was no performance last evening, but to-night will be staged *The Amazons*, a farcical romance in three acts, by Mr. A. V. Pinero. This play, it will be remembered, was played by the Brough Company on their last visit to Hongkong and was excellently received.

SANITARY BOARD.

A meeting of the Sanitary Board will be held to-day, at 4.15 p.m.

1. The report of the Committee on the Medical Officer of Health's annual report for 1900.

2. Correspondence relative to dumping dead bodies in the street.

G. A. WOODCOCK, Acting Secretary.

AGENDA.
1. Amendment to section 35 of the new Building Bill and the definition of vermin.
2. Application for the erection of two water closets and three urinals at Thomas' Grill Ecom.
3. Line-washing report for the fortnight ended April 29th, 1901.
4. Report of the analyses of the public water supplies for the month of April.
5. Result of the analysis of a sample of water taken from Lai Chi Kok.
6. Petition relative to the retention of shells on M. L. No. 239, Kennedy Town.
7. Mortality statistics for this colony for the week ended April 13th, 1901.

THE STRANDED "SOBRAON."

The latest news from the scene of the wreck is of a more reassuring character, and the hope is entertained that the liner will yet be successfully floated. Two telegrams have been received in the colony—one by the P. & O. agents and the other by Commodore F. Powell, R.N. The first, which was sent by Captain Goddard, states briefly that the steamer *Coromandel* had arrived with pumps and divers, and that after a consultation between Mr. Mackenzie, who is in charge of the pumps and gear, and the captains of H. M. storeship *Humber*, H. M. S. *Daphne*, and the *Coromandel*, it was decided to attempt to raise the steamer. The telegram received by Commodore Powell was from H.M.S. *Daphne*, and stated that when the *Sobraon* is pumped out and lightened there is a chance of saving her. This telegram also mentioned that the assistance of two cruisers was required, and H.M.S. *Hermione* has been despatched full speed to Tung Yung Island. H.M.S. *Blenheim*, which was proceeding to Woosung, has also been instructed to call at Tung Yung.

The China Merchants' steamer *Irene*, having on board all silk baggage and parcels taken from the *Sobraon*, is proceeding to Hongkong. The following is the substance of the telegram received from Captain Goddard:—
Coromandel arrived with pumps and divers; after consultation, Mackenzie (in charge of pumps and gear), Captain of H.M.S. *Humber*, H.M.S. *Daphne*, and a.s. *Coromandel* decided attempt raise steamer. All silk baggage and parcels proceeding *Irene*. Weather favourable.

The China Merchants S.N. Company states that the *Irene* is proceeding to Hongkong.

Commodore F. Powell, R.N., also received a telegram from H.M.S. *Daphne* at Sharp Peak to the following effect:—

"*Humber* arrived, required for some time; when *Sobraon* is lightened cargo, and pumped out, with assistance of two cruisers, there is a chance of saving her."

From the foregoing it will be seen that the most active steps are in progress for the saving of the *Sobraon*. The case on the face of it is one of great emergency. There is the ever-present possibility of the weather changing, and that, too, to a quarter least to be desired. Mr. Ritchie, the local superintendent of the P. & O. is of the belief that this contingency is mainly responsible for the operations now decided on, and that the intention is to cement the ship's bottom and tow her into deep water.

No further news had been received when we went to press.

ROYAL HONGKONG YACHT CLUB.

On Sunday next there will be a race for yachts that have sailed regularly in the A and B classes during the season. Each yacht to be steered by the European member of its crew who has acted as mate of such yacht during the present season. Prize presented by C. D. Wilkinson, Esq.
Start, 1 p.m. Time limit, 6.30 p.m. Course—From usual starting line round North Fairway Buoy, Stonecutter's Island and Channel Rocks all to starboard, finishing across starting line. 13 miles.

Handicap.
Alannah allows *Gloria* 8 min., *Bopito* 1 min., *Doreen* 11 min., *Iris* 4 min., *Active* 11 min., *Maid Marian* 6 min., *Dart* 14 min., *Erica* 7 min., *Payne* 16 min., *Chanticleer* 8 min., *Ladybird* 16 min.

NORTHERN NOTES.

The following items are from the P. & T. *Times* of the 26th ult.—

The Tartar General Tsengchi is stated to have arranged to divide the salt revenue for Manchuria with the Russian Government.

A military official has memorialised the Court that the Chinese field force is still capable of resisting the Allies. The Empress Dowager tore the memorial up in a rage.
The *Je Je* reports some Indian soldiers have been marauding in the village of Chang Chia-chang, and when the gentry with the native police tried to stop them, they fought and wounded some.

According to the same paper, the Chinese are complaining that Indian soldiers at the railway stations prevent them from going on the trains, and many Chinese have to bribe them heavily before they can get a passage. We suspect that the men so stopped are trying to get their rides for nothing.

Viceroy Lia has enlisted all the fishing junks at the mouth of the river Yangtze as naval reserve boats. His ostensible reason is to prevent them becoming pirates, but as the fishermen are expert seamen and divers, the *Chih* Provinces he has them in view for defensive purposes.

The Chinese have again broken out; apparently near Haining, and again destroyed the railway at Kun-pai-tien. They will not help the negotiations much in this way. There has been some fighting, and French and German troops have left for Peking. Gen. Ma is reported to be threatening renewed hostilities.

An explosion occurred at the Cheng-ko arsenal, Peking, now occupied by the Germans, the day before yesterday at ten o'clock in the morning. Several soldiers and one officer are reported to have been killed, and many wounded. Three rifles were carried by the explosion as far as Li Hung-chang's residence; the old Viceroy was much startled.

The condition of affairs at the Tong-shan pits is steadily improving and the water is slowly but surely diminishing in the workings. The pit at Li-hai is being worked at full pressure and the output is close on four hundred tons a day. This coal is not being stacked but is finding its way to Tongku, although break of carriage and portage are necessary at Han-ku bridge.

We understand that a telegram has been received from Bishop Scott to the effect that the Anglican Mission in North China will make no claims whatever, private or corporate, against the Chinese Government, for the dreadful loss of life and property brought about by the recent troubles. Whatever we may think of this policy as a bit of worldly wisdom those of us who know our good diocesan will feel no surprise that he has taken such high ground and refused to harter the blood of his martyrs for aye. We hear the Bishop will not return till the autumn.

CONCERT AT KOWLOON.

The concert given by the Cathedral Choir last week at Kowloon to the soldiers and sailors met with such a favourable reception that the suggestion was made that a second concert, on a much more extensive scale, should be given to the civilian community, and the proceeds handed over to that most deserving institution, the Mission to Seamen. The suggestion was no sooner made than it was adopted, and Mr. A. Cunningham, hon. secretary of the Cathedral Choir, by whom the first concert was organised, assumed control of the arrangements connected with the second venture. Dates such as these, it may be almost unnecessary to point out, are never light; but the hon. secretary found his task transformed into a pleasure by the ready offers of assistance and co-operation received from numerous quarters. The Hon. C. P. Chater, for instance, lent the hall, the Robinson Piano Company the piano, and Mr. Bowley (of the City Hall) the chairs, whilst the physical comforts of the recipients of all this large-hearted philanthropy were willingly and amply catered for by other friends, who gave donations of cigars, cigarettes, etc. The Rev. J. H. Francis, St. Peter's Church, had a multiplicity of similarly self-imposed duties to attend to, but with the able assistance of sailor friends and others accounted admirably for his department. As to the concert programme—an attractive collection of vocal and instrumental items—the arranging of the part songs was left in the capable hands of Mr. C. W. Marshall. That he had done so successfully was demonstrated as the night progressed.

The entertainment opened last evening to a well-filled hall, anguishing well for the financial success at least of the concert. A pianoforte duet—"Marche Bohème" by Misses King and Chunyat, was the first item on the programme, and proved an excellent opening piece. Both of these young ladies showed great accuracy and delicacy in their touch, and interpreted the difficult piece with an easy grace born of justifiable confidence in their ability to so interpret it. Sergeant Instructor French followed with the song "Queen of the Earth," which he sang very pleasingly; he possesses a good tenor voice. He was encored, and repeated the last verse. In addition to being a clever pianoforte performer, Miss Chunyat proved herself to be the possessor of a very sweet soprano voice, and her rendering of "By the River" made the audience again her debtors. Mr. A. Cunningham's baritone voice was heard to good advantage in Loh's "Love's Pleading"—a song difficult of interpretation, and requiring no inconsiderable vocal ability to give it its true expression. The applause that greeted the conclusion of the song proved that it had been accompanied by the necessary talent. That stirring old Scottish patriotic melody, "Scots Wha Ha," is perhaps never heard to better advantage than as a part song, when its full significance and pathos are most clearly brought out. The quartette to whom it was entrusted on the present occasion—Messrs. Armstrong, Hays, Coater, and French—were successful in bringing its true meaning clearly before the audience, and were warmly applauded. This last verse of the song was repeated. The audience were disappointed in not hearing Mr. G. Lammert, who was present but unfortunately unable to sing. Mr. Marshall kindly filled up the gap by rendering Haddon's "To Anthea," and he was deservedly applauded. Mr. W. J. Terrill appealed strongly to his audience in "The Lighthouse Keeper," for which he was encored, when, like the others, he repeated the concluding verse. Perhaps the best vocal item on the programme was that in which Mrs. Lawson, named to sing "The Wind in the Trees." Mrs. Lawson's beautiful soprano voice, clear and sweet, was heard to much advantage, and she sang with her usual studied expression and taste. The applause that marked her vacation of the platform was richly deserved, and resulted in an encore. This brought the first part of the programme to a close.

A pianoforte trio—a decided novelty—by Misses King, Lammert, and Chunyat, marked the opening of the second part, and met with the success that favoured the pianoforte duet at the beginning of the evening. Miss King also sang "The Lost Chord," in which her voice was heard with very pleasing effect, and Mrs. Lawson ("The Swallows"), thus permitting her to give a much desired encore. The majority of those ladies and gentlemen who appeared in the first half faced the audience again in the second, each with a gratifying result. "Ye Banks and Rivers," a part song by Mrs. Lawson, Misses Chunyat and Lammert, Messrs. E. and W. Hagen and J. Wilson, and Messrs. Hays, Armstrong, Coater, and French, was one of the principal treats, and was gone through splendidly by the members of the chorus paying studied attention to detail. Only one item remains to be mentioned—the trombone quartette by Sergeant Hunt and Bandmen Thom, Hays, Hughes, and Green. Tradition—a narrow-minded, pessimistic tradition—has given to the trombone a name not enviable amongst musical instruments, but the performance last evening by the quartette above-mentioned, apart altogether from its uniqueness, quite repaid the trombone from the depths to which it has been relegated, proving it, indeed, to be an instrument capable of great possibilities.

The "National Anthem" brought to a close one of the most successful concerts of the kind Kowloon has seen for a long period. If a cat doth meet a cat upon the garden wall, and if a cat doth greet a cat, O, need they both to squall? Every Tommy has his Tabby waiting on the wall; and yet he welcomes her approach with an unceremonious yowl. And if a kitten wish to court upon the garden wall, why don't he sit and sweetly smile, and not stand up and howl, and lift his precious back up high, and show his teeth and mean, as if there were more than love that made that feller growl?

POLICE COURT.

Wednesday, 1st May.

BROUWER, MR. HAZELAND.

THE CHARGE AGAINST AN INSPECTOR OF BUILDINGS.

The hearing of the charge of accepting a bribe, brought against Perry Thomas, Crisp, Inspector of Buildings, by the police, remanded from last week, was again adjourned, the defendant appearing to sign his bail.

Mr. E. J. Bowley, prosecutor, and the defendant will be represented by Mr. J. J. Francis, K. C.

The case comes on on the 8th inst. at 2.15.

A LITTLE PIRACY AT DEEP BAY.

Four junk men were charged with piracy at Deep Bay on the 27th ult. They pleaded not guilty, and were defended by Mr. Crisp. Mr. Baddeley, Deputy Superintendent of Police, prosecuted.

At the request of His Worship, Mr. Baddeley, briefly stated the case, which is as follows:—At six o'clock on the morning of the 27th ult. the complainants were in their boat in Deep Water Bay, when a junk anchored near by. Four men left the junk in a sampan and came alongside the complainants' boat. Two remained in the sampan, whilst the other two boarded the complainants' junk and took away all the fish they could lay hands on—130 catfish—besides, stealing tea and a half net. The two men in the sampan were armed, one with a knife and the other with a pistol, which was pointed at the complainants. The pirates removed the fish and nets to their junk, and sailed away. The piracy was reported to Sergeant Langley, of Aberdeen, who, with the assistance of the complainants, was able to arrest all four men. The stolen property was not recovered.

Evidence was heard and the case remanded.

ARMED ROBBERY.

Three men who were arrested by Sergeant Ritchie on a charge of committing an armed robbery at Sai King on the 25th ult., when they broke into a house, threatened the inmates with revolvers and knives, and decamped with clothing and jewelry to the value of \$132, were formerly charged, and remanded till to-morrow at 2.15 p.m. One of the three defendants was found to have unlawfully returned from banishment, and will be charged accordingly.

BURGLARY.

Li Tsang Yau, of no occupation, during the night of the 1st inst. entered the house of Mr. A. M. Remedios, broker, 22, Shelley Street, and stole property to the value of \$5.

The defendant pleaded not guilty, but was convicted on evidence and sentenced to three months' hard labour.

BEFORE MR. KEMP.

THIRTEEN CONTRACTORS CONVICTED.

Thirteen contractors who were charged with failing to comply with the bye-laws, and whose cases were adjourned from last week, were again brought up, Mr. Kemp presiding.

After hearing somewhat lengthy evidence from Sergeant Garrod and Mr. H. Baker, of the "Penny Reclamation," His Worship found the charges proved and imposed a penalty of \$15 in each case.

A CITY HALL INCIDENT.

Chen Hing, the City Hall coolie who was arrested by Sergeant McSwaney on the 24th ult. for the attempted larceny of a diamond crescent brooch, value \$800, which was dropped during the performance by Miss Jane Howard, 35 Wyndham Street, and was found on the person of the defendant when searched, was again brought up. The case was dismissed, as over and over again the defendant had returned articles similarly lost, and there was no proof that when arrested he was not on his way to report the loss of the article to the proper quarter. The brooch was returned to its owner.

LOTTERY DEALING.

On Tuesday, Sergeant Telford observed a Chinaman soliciting people in the street and talking confidentially to them. He followed the man for some time, and ultimately arrested him. When searched, a number of "Alcorno" lottery tickets were found in his possession.

Evidence that the defendant had attempted to sell these tickets was led, and the defendant was fined \$25.

WANTON CRUELTY TO ANIMALS.

Mr. R. C. Wilcox, 4, Stewart Terrace, the Peak, prosecuted a house coolie for unlawfully and cruelly killing two dogs owned by the Hon. E. R. Bellios, at Victoria Peak on the 23rd and 24th ult.

The complainant stated in evidence that on the 23rd ult. he went to "The Byrie" and saw there a black dog, dead, having evidently been killed by a blow on the back.

A Chinese signalman at the Peak deposed to seeing the defendant, beating a black dog near to Bellios' Gardens.

A house coolie in the employ of Mr. Bellios said that on the 24th ult. a black dog jumped into the house. The animal was bleeding, and had both legs badly injured. The dog died the same day. On the 24th ult. hearing a dog barking as though in pain, the witness looked out of a window and saw a man like the defendant running away from a dog, which was lying in the road, covered with blood and unable to walk. This dog also died.

The defendant, who denied all knowledge of the affair, was fined \$10.

COWARDLY BLOW.

Ernest Bolt, second engineer of the steamer "Diederichsen," pleaded not guilty to assaulting a lunko on the 30th ult.

The complainant said he was returning to the Central Police Station, when the defendant, whom he saw in Queen's Road West, and who followed him along the street, swore at him. The complainant turned round, and received a stinging blow from a bottle wielded by the defendant. The lunko, who was rendered dizzy by the blow, sounded his whistle and had his cowardly assailant arrested.

The blow cost the defendant \$20.

THEFT FROM A FELLOW-LODGER.

George Mason, an Irish seaman, residing at the Star Coffee House, was charged, on the complaint of John Lee Carroll, seaman, of the same address, with stealing a cloth jacket and a silver cigarette case, the property of the complainant, on the 30th ult.

The defendant was convicted on evidence and sentenced to one month's hard labour.

THEFT ON BOARD SHIP.

A Chinese boiler-maker pleaded guilty to feloniously entering the cabin of George Roda, second engineer of the steamer "Penny," and stealing a silver watch and chain, two silver buckles, a scarf-pin, several foreign coins, and \$5 in money, to the total value of \$25.

Sentence was passed of six weeks' hard labour.

A COMMERCIAL CHRISTENING.

The well known Liebig Company's Extract now bears, in addition to the blue signature J. V. LIEBIG, a new name made from the Liebig's Extract of Meat Co.'s initials—LEMOO. Such a simple device to prevent mistakes we wonder was not thought of before.

OUR WASHINGTON LETTER.

[FROM OUR CORRESPONDENT.]

MR. CARNEGIE STILL AT IT.

Washington, 23rd March.

Andrew Carnegie, the Scotch lad who has acquired two hundred million American dollars in the iron and steel trade, celebrated his retirement from business and his departure to his ancestral home last week by giving twelve millions to the people of his adopted country. On 13th March he drew his cheque for \$5,000,000 for the Carnegie Steel Company's employees' pension fund. A few days later he gave the city of Greater New York \$5,000,000 for the establishment of 65 free circulating libraries. All most on the same day he gave the city of St. Louis a million for the same purpose. Before that he had established free libraries in about 75 cities and towns at a cost of \$5,329,100, and had given \$8,605,000 to various colleges. This makes the sum of his gifts \$23,134,100—more money than Cæsar ever hoarded. When Carnegie came to the United States his capital was \$50 in cash. To-day, as I have stated, it is thought to be two hundred millions. But not even its possessor is sure that these figures are accurate. By the rise of a few points in steel stocks he sometimes makes a profit of five millions in a day or two. His income is said to be about \$25,000,000 a year. As he is a man of modest tastes and small family his personal expenses cannot exceed \$100,000 a year. The balance is useless to him, and in accordance with his theory of wealth, he has determined to give it away. "The man who dies a millionaire," he says, "fails to do his duty to mankind. Wealth is a trust, given to the few for the benefit of the many." For all of which the people of the United States are proud of Mr. Carnegie and thankful to the Divine Providence that set him in their midst. Charles M. Schwab, the young man who is to be president of the new Steel Trust, will receive a salary of \$1,000,000 a year. Schwab is 39 years of age and a protégé of Mr. Carnegie; under whose guidance he learned the business of steel manufacture and upon whose nomination he was elected to the presidency. Twenty years ago he was a country lad in Pennsylvania. Three years after entering the service of the Carnegie Company his ability was recognized by the offer of a position paying \$5,000 a year. Appreciating the fact that his education was limited, he set up a laboratory in his home and spent his nights studying chemistry and metallurgy. Soon his salary was increased to ten, to twenty and to fifty thousand dollars, and for the past few years he has been the practical head of the Company. His career is a striking evidence of the opportunities offered to the energetic American young man. By his own efforts alone he has risen.

BRAVE U.S. MARINES.

A western paper of to-day's date points out the remarkable fact that the losses of the American marines in China exceed the total losses of the American army in the war with Spain. During the jockey four months service there were 129 casualties and 90 deaths in their ranks. The heaviest loss was in the Legation guard at Peking. This small body of heroes suffered 30 per cent. of the casualties. By a freak of the law there can be no proper recognition of the bravery of the marines. In the case of the officers the only reward, except for those who receive the thanks of Congress—which are given but rarely—is by an advancement not exceeding 30 numbers or by the bestowal of brevets. The latter carries with it little benefit and has come to be regarded as of no value. The Revised Statutes authorize the bestowal of medals of honour and a gratuity of \$100 upon "seamen" who distinguish themselves by unusual heroism. Unfortunately the marines are not officially classed as "seamen." The Congressional medal, like the Victoria Cross, to which it corresponds, is a much-coveted decoration. It is inscribed "For Extraordinary Bravery."

DRINK DECREASING IN THE STATES.

The coming Congress on Alcoholism, called by the Austrian Government to meet at Vienna April 9th-14th has directed attention to the fact that the ravages of the flowing bowl in America are gradually decreasing. Though the use of alcohol has spread, the abuse of it has lessened, and to-day the overwhelming mass of Americans are more temperate than any other people in civilization, except perhaps the Swiss. Of spirits we consume one and a half gallons only 16 gallons—less than a pint a day for all persons over the age of 18 years. While every one of the European governments is increasingly alarmed at the growth of drunkenness, of diseases due to drunkenness and of crimes caused by drunkenness, the people of the United States are becoming more and more temperate. "Perhaps the explanation of this gratifying contrast," says the New York World, "lies in the fact that while the European looks upon work as a means to an end of pleasure, because he has so little hope of rising, the American looks upon work as an end in itself. Depression and despair drink to excess. Hope is too busy to loiter in the temples of Bacchus. And America is hope."

THE SAINTS OF UTAH.

Though the missionaries have fought it for forty years and the Government of the United States has placed it under a code of bans, polygamy in the state of Utah seems to flourish as the green bay tree. Among the followers of Brigham Young prosecution is called persecution, and as in the case of all aspiring martyrs, persecution is the food upon which they thrive. When Utah was admitted to the Union as a full-fledged state, Congress made a treaty with the "latter day saints" whereby plural marriages were interdicted. Any citizen, it was provided, might institute a criminal action against a "saint" with more than one helpmeet. But before long the solemn pledge of elder and

bishop that polygamy would be abandoned was utterly forgotten, and as before, the wealthy "saints" continue to enlarge their already crowded harems. The election of Roberts, the trigamist, to Congress, was an open defiance of the agreement. He had three wives scattered over the state, but with the usual Mormon elasticity of conscience was ready to swear that he had but one. The protests of the women of America brought him to his Waterloo, however, and his colleagues in Congress properly expelled him. A few weeks ago the legislature of Utah answered this slap at plural marriage by limiting the actions for bigamy to the woman alleging herself to be the victim. Though the governor of the state vetoed the measure, the purpose of it was not lost, and once again the national government will be compelled to wrestle with the problem of suppressing the Mormon church. Under the law passed by the legislature a citizen of Utah might have had as many wives as he could support and not even the grand jury could have indicted him. Had it been approved Americans of Turkish instinct might have come to Salt Lake City from all parts of the Union and set up flourishing harems, and before long the capital of the state would have resembled Constantinople in the palmy days of the Ottomans.

THE STATES AND CHINA.

Recent developments in China have led the statesmen of the United States to fear that the world is approaching the beginning, and not the end of the Chinese difficulty. So far the government of the Republic has endeavoured to hold aloof, but the conviction is gradually growing that the time for decisive action is not far distant. Russia, the ancient friend of the Union, has been antagonized by a series of tariff disputes, and more than ever before, the value of Great Britain's friendship and the need of an Anglo-Saxon alliance is felt. Still the threatened war is looked upon as a matter in which we have no concern and every effort will be made to escape the necessity of taking a part in it. The general feeling of the nation is well expressed by the following leading article in the New York Times:—

Undoubtedly the permanent acquisition of Manchuria by Russia, to say nothing of the vast provinces of Mongolia and Chinese Turkestan, is not regarded by our Government as desirable. It would practically stretch the frontier of Russia from the Siberian border south over fully one fourth of the present territory of China, and would seriously impair the territorial integrity of the Empire, which we have at all times sought to preserve. So far as our commercial interests are concerned, it would probably be injurious, since it would substitute the exclusive trade policy of Russia for the open door, guaranteed by the concert of the powers. Our Government has already done all that it could to prevent these consequences. It has secured an understanding among the powers that all trade advantages secured from China by any of them shall be open to the others on the same terms. It has proposed an understanding that no cessions of territory shall be made to any one power without the knowledge of the others, and that none shall be sought, and to this we have the assent of all the powers, including Russia. If either of these understandings is violated, as is not impossible, the United States will join with the other powers affected in trying to secure a remedy. But it would be a strange interpretation of its duty in the premises to say, for instance, that it should negotiate with Great Britain, Japan and Germany an agreement with the object of forcing Russia to observe the agreement by war. That is a point to which neither the interests nor the duties of this Government can carry it. The moment force is appealed to in connection with any phase of the Chinese question as between the powers, no human foresight can see the end. Infinite complications arising out of conflicting interests, and even passions must arise. In these the United States cannot become entangled. Nor is there the slightest prospect of such a peril as long as the policy of our Government is dictated by the sound principles adopted and enforced by the present administration.

THE GRAND ARMY.

Year by year the Grand Army of the Republic is fading into nothingness. When the sturdy old corps of veterans was formed, at the close of the Civil War, there were more than a million of them. Since then old age has stalked among them and to-day they are falling by the wayside in regiments and brigades. The Grand Army is a vanishing host and at each recurring annual roll-call the number of soldiers who respond to their names grows less and less. In 1899 the membership was 400,189. Last year it had dwindled to 276,662. In 1886 the number of deaths in the ranks was 2,620. In 1900 it was 10,899. With the weight of years and hardships and old wounds to bear them down the veterans are passing. By the end of 1901 half of them will have been wrapped in their blankets and laid away. In a quarter of a century the last of them will have answered to the call of the Great Commander and the Grand Army will be a thing of the past. These were the men who defended the nation when defenders were needed, and now, when they are grown old and helpless, the nation takes care of and is proud of them.

Lord Kitchener has a laconic way with him. Not many weeks ago a company of newly-arrived Yeomanry with a company of Colonials were detailed off to capture a Boer laager. A friendly Boer volunteered to show the way and left them, when within sight of the fire of the Boer laager, to make the assault as soon as dawn appeared. Dawn came only to find the Boers themselves surrounded by Boers. There was one gap in the circle and for this gap the Yeomanry made, their officer at their head, leaving their Colonial comrades with the guns to tackle the Boers as best they could. In due course the Yeomanry came to General Clements' camp and he wired to Lord Kitchener, "Company your Yeomanry turned up; what shall I do with them?" The reply was almost immediate: "Keep them as far from me as they kept from the Boers."

THE ROYAL VISIT TO SINGAPORE.

The following is the letter of thanks from the Duke of Cornwall and York to the Acting Governor at Singapore:—

H.M.S. Ophir.

April 23rd, 1891.

Sir,—Before leaving the Colony, the Duke of Cornwall and York desires to express to the people of the Straits Settlements, the Federated Malay States, and especially to the inhabitants of Singapore, their Royal Highnesses' heartfelt thanks for the cordiality and goodwill that has been evinced towards them by all classes of the community. His Royal Highness has also received with true satisfaction their assurances of loyalty and devotion to the Throne and Person of the King and of loving affection for the memory of our late beloved and deeply mourned sovereign.

His Royal Highness feels that such an attitude on the part of the population is a testimony to the happiness and contentment during the beneficent rule of the late glorious Reign, and which Rule they will continue to enjoy under His Majesty the King and Emperor.

The Duke and Duchess were particularly gratified by the evident pains and skill with which the Chinese so effectively illuminated their quarter of the town on the 21st, and by the combined efforts of all the different races to produce the gorgeous and characteristic display of last night's most interesting procession.

His Royal Highness was anxious to take this opportunity of expressing his warmest thanks to the citizens and others who have assisted him, the expression of his gratitude. His Royal Highness feels that much praise is due to Mr. C. Cascardi, the Chief of the Police, and those who under him were responsible for the order and regulation of the crowded streets and thoroughfares.

I have, &c.,
(Signed) ARTHUR BRIDGE.

His Excellency the Governor

of the Straits Settlements.

LATE TELEGRAMS.

INDIAN NEWS.

"CAPTAIN DANVERS" ARRESTED IN BOMBAY.

Bombay, 15th April.

The European going under the name of Captain Danvers and other aliases has been arrested at Bombay, charged with defrauding tradesmen by means of worthless cheques. He has been brought before the Police Magistrate and remanded.

DEATH OF THE MURDERER OF CAPT. JOHNSTON.

Bombay, 15th April.

A frontier telegram states that the fanatic who killed Captain Johnston, I.M.S., at Loralai, has been sentenced to a prolonged term of imprisonment, which termination of his life is believed to have produced a greater effect on the people of Baluchistan than if he had been executed, he thereby being deemed cursed of God. A mulah, and his relations, and fellow tribesmen, who were proved to have instigated or harboured the murderer, or to have had knowledge of his intention, have, on trial by their own Jirga, been sentenced to terms of imprisonment, confiscation of arms and fines. The village to which the murderer belonged has been completely deserted, and a collective fine of thousands of rupees has been levied on his tribe. The late Captain Johnston's nearest relation, who is believed to be his mother.

THE FUTURE OF THE NICARAGUA CANAL.

Both parties remain bound by the Clayton-Bulwer Treaty and any relaxation in favour of the United States of the obligations which that instrument imposes can only be obtained by the acquiescence of the other party. It is not for us to open negotiations now for the abrogation or modification of that treaty. We have no special reason for wishing to hasten the completion of an inter-oceanic canal. It has been rashly maintained that its construction must benefit us more than any other people because we have the largest carrying trade on the globe. This is one of the spurious suggestions which carry weight with the after-dinner reader of an apparently adjusted view. It is too hastily assumed that because the proportion of British ships passing through the Suez Canal is greatly in excess of that of the ships of any other nation, therefore it will always be the same in the case of any other inter-oceanic water-way. Because the Suez Canal was a short cut for our trade the Nicaragua Canal will not of necessity be so. As a matter of fact we should only use it as a trade route to the Pacific littoral, the South Sea Islands and possibly, but only possibly, New Zealand. On the other hand it will bring Japan, North China, Australia and part of Malaysia into closer contact with the South Sea and to this country. It will cut that route, and because it will bring the Western coasts of America many thousands of miles nearer to the Eastern, immensely stimulate the shipbuilding trade of the United States and develop their naval power. A glance at the mileage tables of the globe will give some estimate of the real value of this hasty generalisation in which complacent but imperfectly informed writers have indulged. True, the opening of the Suez Canal has been falsified though not so completely as some would have us believe. The distributing trade in some articles of commerce has in consequence of it almost abandoned London. But the whole conditions of world commerce have so changed that it is impossible to apply the reasonings of thirty years ago to the problems of to-day. The opening of the Nicaragua Canal would certainly lead to a great expansion of American trade at the expense of European, and when any European who to a large extent must mean British.—Saturday Review.

King Edward delights in problems either connected with games or more important matters. He likes to place the balls in a difficult position on a billiard-table, and to discuss with an expert what would be the proper stroke. He is an ardent votary of Bridge, but even before the first rubber is begun he will ask if any one has a problem, and will have the cards arranged and the right "leads" discussed. Again, few of his subjects take more interest in the subject of communicating with Mars, and his secretary has written queries to more than one scientist on the subject. The King used to be very eager to play the Kriegspiel, and more than once he has been present at the War Office when tactics have been discussed.

THE MINISTERIAL CRISIS IN JAPAN.

The Nagasaki Press has the following:—

The Ministerial crisis is fast becoming acute. The Finance Minister's reported resignation is regarded as a sign for the general breaking-up of the Cabinet. Wholesale resignation is recommended rather for form's sake, and then the reconstruction of the Cabinet with Marquis Ito as Premier. Party politics is largely responsible for the move, and danger to the Cabinet is essentially due to the disagreement within. Mr. Hoshi is again heard in connection with the present troubles. He is personally opposed to Viscount Watanabe, Finance Minister, and their views on economic questions are diametrically opposed to each other. The reconstruction scheme is strongly objected to by the commercial world and a vast majority of political clans. The Finance Minister's views on the situation are summed up in the following three items:—(1) Difficulty in raising loans; deficit in the revenue; and (2) indiscriminate demands by each State department for larger expenditure.

The retrenchment scheme is not of a permanent nature. It is only carried to the 37th year of Meiji that is to say, three years hence. By that time the deficit accruing in the sinking funds, the extraordinary expenditures on account of the naval and military programmes, expansion, and other sources of exceptional outlays will be stopped. Besides, the revenue will be kept up to the estimated standard by that time, which fact in itself strongly favours the scheme. In a memorial submitted by the Finance Minister, it is said that the raising of foreign loans is condemned for various reasons. He welcomes foreign capital should it make a permanent home in Japan, but in other forms he is against it.

TRADE MARK.

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UNSURPASSED.

PER CASE OF 4 DOZ. PINTS.

\$6.00.

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H. PRICE & CO.

12, QUEEN'S ROAD.

Hongkong, 24th April, 1901. [616]

NOTICE.

TO THE PUBLIC AND OFFICERS OF SHIPS.

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THE AMERICAN HOUSE,

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Address—NISHI HON-MACHI, ITOHONKE.

Moji, 17th January, 1901.

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No. 14, DES VUEX ROAD. [883]

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OF

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CHADWICK KEW.

(LATE OF POATE & NOBLE).

Hongkong, 15th September, 1899. [739]

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CHAMPAGNE GROWERS AND

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Ship only the Finest Quality

Extra Dry (Green Seal)

LAURE, WEGENER & CO.

Sole Agents.

Hongkong, 17th May, 1895. [152]

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TO

PEKING

VIA

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WITH A NAVAL BRIGADE

ILLUSTRATED WITH FOUR MAPS.

CONTENTS.—

From England to the Cape, and Crossing the

Isthmus—The Naval Brigade in South Africa

(Boer War, 1899-1900)—Off to the Front

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in North China with the Allied Forces—

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On Sale at

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SELLERS, SOLDIERS' CLUB, SOLDIERS'

AND SAILORS' HOME, ROYAL

NAVAL CANTENEN.

Price \$1 per Copy Paper Covers; \$1.50 in

Boards.

Hongkong, 18th March, 1901. [782]

INSURANCES

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT FIRST CLASS Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO.

Hongkong, 29th May, 1895. [31]

AACHEN AND MUNICH FIRE INSURANCE CO.

OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÜCKELMANN & CO.

Agents.

Hongkong, 21st April, 1897. [14]

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(Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY,

Agent.

Hongkong, 1st August, 1900. [794]

"L'URBAINE"

FIRE INSURANCE COMPANY, LD.

(Established 1828).

THE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE & CO.

Agents.

Hongkong, 7th February, 1901. [439]

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FOUNDED 1710.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

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NEW ADVERTISEMENTS

THE ROYAL HONGKONG GOLF CLUB CHAMPIONSHIP, 1901.

HIS EXCELLENCY the GOVERNOR having granted Permission for the reservation to the Club of the Links at HAPPY VALLEY TO-MORROW (FRIDAY), 3rd May, Members will be AT HOME from 3 to 6 p.m., and request the honour of the presence of the Ladies to witness the final Game.
Hongkong, 2nd May, 1901. [1158]

NOTICE.

THE OFFICERS of the ROYAL WELCH Fusiliers will be AT HOME to their Friends on SATURDAY, the 4th inst., from 3 to 6 p.m., at MURRAY BARRACKS, when a REGIMENTAL ASSAULT-AT-ARMS will take place.
Hongkong, 2nd May, 1901. [1154]

WANTED.

A GOOD HOUSE, preferably FURNISHED, on the PEAK for 4, 5 or 6 months, as convenient.
Apply to—
T. E. GRIFFITH,
Canton, 30th April, 1901. [1155]

TO LET.

A HOUSE in RIFON TERRACE.
HOUSES at LUGHTON HILL.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 2nd May, 1901. [1153]

TO LET.

16, KNOTSFORD TERRACE, Kowloon, Immediate Possession.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 2nd May, 1901. [1153]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on SATURDAY, the 4th day of May, 1901, at 2.30 p.m., at his Sales Room, Queen's Road, A FINE COLLECTION of OLD and RARE POSTAGE STAMPS.
Catalogues will be issued.
TERMS of SALE:—As Customary.
V. I. REMEDIOS,
Auctioneer.
Hongkong, 2nd May, 1901. [1156]

THE CHINA MUTUAL S. N. CO., LIMITED.
FOR SEATTLE (via KOBE AND YOKOHAMA).
THE Company's Steamship
"PINGSUEY."
Captain De la Perelle, will be despatched as above TO-MORROW, the 3rd May, at Daylight, taking Cargo to Seattle only, at Current Rates of Freight.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 1st May, 1901. [1152]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship
"PERLA."
Captain R. W. Almond, will be despatched as above on MONDAY, the 6th May, at 5 p.m.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light, and is supplied with a Refrigerating Chamber.
A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 2nd May, 1901. [1157]

CANDIDATES for POLICE in NAVAL YARD REQUIRED. Must be of Good Character and British Birth, between 25 and 35 years of age.
Apply with Papers to—
COMMANDER,
H. M. Naval Yard.
Hongkong, 25th April, 1901. [1106]

WANTED.

BY a YOUNG MAN, EVENING WORK, whether in the line of Bookkeeping, Revising of Accounts, Typewriting or General Office work. Hours—5.30 to 8 o'clock.
Apply to—
M. A. C.,
Care of Office of this Paper.
Hongkong, 6th February, 1901. [1425]

SINGING, PIANO, MANDOLINE, AND GUITAR.
SIGNOR CATTANEO, having returned to the Colony, has resumed Tuition.
TERMS—\$10 per Month.
(Two Lessons per Week).
Application may be made by intending Pupils through the ROBINSON PIANO Co., Hongkong, 22nd April, 1901. [1078]

THE BRITISH NORTH BORNEO CO.
APPLICATIONS are invited for the POSITION of SUPERINTENDENT of PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of Testimonials to be sent to the undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible.
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 26th January, 1901. [389]

NOTICE.

TENDERS are hereby called for the ERECTION of BRICK SHOPS at JESSLETON for the NORTH BORNEO GOVERNMENT, particulars of which may be seen at the Office of
Messrs. GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 14th February, 1901. [508]

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Representative—Mr. ALLAN HAMILTON.
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TO-NIGHT (THURSDAY), May 2nd
(One Night only).
"THE AMAZONS"
A Farical Romance in Three Acts, by ARTHUR W. PINERO.
TO-MORROW (FRIDAY), May 3rd,
NO PERFORMANCE.
SATURDAY, May 4th (One Night only).
"AN IDEAL HUSBAND"
A Comedy in Four Acts, by the late OSCAR WILDE.
MONDAY, May 6th (One Night only).
"SOWING THE WIND"
A Play in Four Acts, by SYDNEY GRUNDY.
TUESDAY, May 7th (One Night only).
"A VILLAGE PRIEST"
A Drama in Five Acts, by SYDNEY GRUNDY.
WEDNESDAY, May 8th,
LAST NIGHT OF THE SEASON.
"NIobe"
A Mythological Farical Comedy in Three Acts, by H. & E. PAULSON.
Prizes:—\$3, \$2 and \$1. Box Plans at the ROBINSON PIANO CO. Late Trains 15 minutes after Performances.
Doors open 8.30; Captain 9; Carriages 11.30.
Hongkong, 2nd April, 1901. [1133]

TO LET.
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Hongkong, 6th March, 1901. [661]

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Apply to—
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Hongkong, 14th March, 1901. [749]

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MRS. GILLANDERS.
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TWO very spacious and well-ventilated TWO-STORY EUROPEAN RESIDENCES with GARDENS and TENNIS LAWNS, each containing 6 Rooms, Bathrooms and Outhouses, in MACDONNELL ROAD, on Island Lot No. 1,569.
Apply to—
TANG LAP TING,
No. 18, Queen Street, Hongkong, or to
MOK MAN CHEUNG,
Butterfield & Swire.
Hongkong, 18th March, 1901. [1063]

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AUCTION

THE Undersigned have been instructed to Sell by Public Auction, under Bill of Sale, on SATURDAY, the 11th May next, the now lying the PASSENGER STEAM LAUNCH "NAM CHOW," Built in 1899.
For further Particulars, Terms and Conditions of Sale, apply to—
HUGHES & HUGH,
Auctioneers.
Hongkong, 30th April, 1901. [1140]

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Chemists and Druggists. High-class Aerated
Waters. Dealers in Photographic
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Wicketon's Building, Queen's Road. Also
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Arcade, Queen's Road Cl. also Wanchai.
Amateurs' Requisites a Specialty.

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BISMARCK & CO.
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.
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Engineers' Tools, Brass and Iron Mer-
chandise, 144, Des Vaux Road.

MORE & SEIMUND.
43 and 45, Des Vaux Road. Shipchandlers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners' Commission ("Grey-
hound Brand") and Blundell,
Spence & Co.'s Commission.

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R. HAUGHTON & CO.
Naval, Military and Court, 16, Queen's Road,
Opposite Kahn's Curio Store.

TOBACCONISTS

D. S. DADY BURJOE, "LOS FILIPINOS."
Importer of the Best Manila Cigars; 25,
Pottinger Street.

WATCHMAKERS

DROZ & CO.
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates.

QUAN WAH & CO.
DEALERS IN
ITALIAN MARBLE AND GRANITE
MONUMENTS.

DESIGNS & PRICES ON APPLICATION
at No. 1, Queen's Road East, Hongkong
Hongkong, 17th October, 1899. [1044]

OREGON LUMBER.

THE undersigned, being closely connected
with the leading MILLS at PORT-
LAND and PUGET SOUND, are always pre-
pared to book orders for any specifications at
LOWEST RATES.

SEEMSEN & CO.
Hongkong, 14th February, 1901. [50]

POHOOULL BROTHERS
77 & 79, QUEEN'S ROAD CENTRAL.
WHOLESALE AND RETAIL
IMPORTERS OF EXPORTERS.

INDIAN, Chinese and Japanese Silk Goods
For Ladies and Gentlemen, and other Articles.
Oriental Embroidery, Rugs and Carpets,
Jewelry, Cashmere Shawls, Ivory, Sandalwood
and Tortoiseshell Wares, Curiosities and Fancy
Goods.

INSPECTION IS SOLICITED.
Hongkong, 8th November, 1900. [27]

AMERICAN MACHINERY.

WE HAVE OPENED A MACHINERY
DEPARTMENT, and are prepared
to furnish Prices, &c., on STEAM ENGINES,
GAS and OIL ENGINES, BOILERS,
PUMPS, LATHES, DRILL PRESSES,
PLANERS, PNEUMATIC TOOLS, WOOD
WORKING MACHINERY, HOISTING
MACHINERY, SAW MILLS, MACHI-
NISTS' SMALL TOOLS, BUILDERS'
HARDWARE, &c.

Made in America (U.S.A.)
Prices quoted f.o.b. New York, or c.i.f.
Hongkong.
REUTER, BROCKMANN & CO.,
Hongkong, 3rd December, 1900. [123]

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SPORT AND ANECDOTE.

By an Old Footie.

THE FIRST UNIVERSITY BOAT RACE.

This the last Saturday in March is a day
full of great expectations for the sportsman
who has the leisure to spend a day in the
Metropolis of our Empire, for there on
the bosom of old Father Thames, the rowing
men of Oxford and Cambridge decide their
annual eight-oared race in the morning, while
in the afternoon the chosen football dribblers
of England and Scotland meet in battle array,
on the lush sward of the Crystal Palace.
Despite all assertions to the contrary I believe
that the University Boat race is as popular
with the ordinary Englishman as it ever was.
The Blues have been pulling against each other
since 1829, and reckoning from that distant date
the Oxonians have gained 32 victories and Cam-
bridge 24, so that should the Cantabs prevail in
the first-year of the new century they will be
merely making up a little leeway. It is impos-
sible to say exactly who was the founder of this
famous aquatic struggle, but on June 2, 1829,
the old Harrovian, Charles Wordsworth, of
Christ Church College, Oxford, wrote a letter to
Charles Merivale, another Harrovian, who
was at Lady Margaret's College, Cambridge.
Wordsworth, the future Bishop of St. Andrews,
N.B. wrote unto Merivale, the future Dean of
Ely, in what the former admitted was a "saucy
style." In this communication written a week
or so before the actual race, young Wordsworth
chaffs Merivale on the supposition that the
Oxonians are lacking in stamina. He said:
"The sufficiently candid manner in which you
talk of lusting us out amuses me so much that I
am ready to die with laughter whenever I think
of it. My dear fellow, you cannot possibly
know our crew, or you would not write in such
an indiscreet manner." Further on the Bishop-
to-be adds: "Our days at Henley will be Wed-
nesday, Thursday, Saturday, and Monday. Our
uniform—black straw hats, dark blue striped
jerseys, and canvas trousers; you must not
abuse it, as Garnier and I were chosen to
decide upon it." The Garnier mentioned here
became Chaplain to the House of Commons, and
successively Dean of Ripon and Lincoln. Be-
fore Wordsworth concludes his epistle to
Merivale, the future Bishop added: "Now I
think of it, you wanted to know our boat. It
is to be the old Balliol, built by S. Davies.
This, I am sure, will please you. However, I
am still ready to take ten to one." I might
well have added a note of exclamation after the
last sentence. Fancy the future Bishop of St.
Andrews offering to take ten to one off the
future Dean of Ely! This is indeed lament-
able!! All this discussion about the race to be
decided at Henley on Wednesday, June 10,
1829, was in pursuance of the fact that at a
meeting on the preceding 20th of February the
Cambridge University Boat Club had
proposed a race with Oxford in or near London
during the Easter vacation—and this gave
rise to an arrangement to decide the affair
from Hambledon Lock to Henley, a distance
of two miles and a quarter, against the stream.
Oxford carried off the honours very easily in
14 mins. 30 secs., so that Fremantle was evi-
dently quite wrong in his estimate of the staying
powers of the Oxonians. There is no doubt
that this event gave a great stimulus to athletics
and aquatics.

THE MEN WHO ROWED.

But it is well to pause a moment and dwell
upon the careers of some of the men who rowed
in this first University boat race. Of the
Oxonians, No. 1, John Carter, became a rector
in Gloucestershire; No. 3, John Ellison Bates,
was a perpetual curate in Dover, where he died
in 1856; No. 4, Charles Wordsworth, was
Andrew's; No. 5, Jonathan James Toogood,
developed into a rural dean in Yorkshire and a
prebendary of Wells; No. 6, Thomas P. Garnier,
as I have stated, died Dean of Lin-
coln; No. 7, George Bridges Moore, was
eventually the Rector of Tunstall (Kent); the
stroke, Thomas Stainforth, took holy orders,
and William Robert Fremantle, the coxswain,
after a distinguished University career, also
became Dean of Ripon. This was indeed a
clerical crew. But let us glance at the Can-
tats. No. 1, Arthur B. E. Holdsworth, entered
the Dragon Guards; No. 2, Augustus Freder-
ick Bayford, became a distinguished lawyer in
the Court of Probate and Chancellor of the
Diocese of Manchester; No. 3, Charles Warren,
became rector of Farnboro', near Banbury; No. 4,
Charles Merivale, will be long remembered as
Dean of Ely; No. 5, Thomas Estlin, was
called to the Bar; No. 6, William Thomas
Thompson, worked as a curate in Kent; No. 7,
George Augustus Selwyn, was destined to be the
famous bishop in New Zealand, who in 1837 was
transferred to Lichfield; the stroke William
Snow changed his name to William Strahan,
and went to reside in Florence and the coxswain,
Benjamin Robert Heath, eventually captained a
company in the Sussex militia. From these
particulars it will be gathered that muscular
Christianity was not a novelty even in 1829, and
that men with brains participated in the in-
augural University Boat Race and have done
so ever since it was rowed. It would not be
difficult to compile a considerable list of men
who have pulled an oar in this race and risen to
eminence.

THE LIGHT AND DARK BLUE.

One is often asked where Oxford and Cam-
bridge get their colours from? In the letter
of Charles Wordsworth, from which extracts
have been made, readers will have noted that
in the first race the Oxonians wore dark blue
striped jerseys. Writing on this subject in
1881, Bishop Wordsworth remarked:—"It was
not easy to hit upon anything new, as we had
then on the river some ten or a dozen College
boats, with different uniforms. So we model-
led our choice upon Christ Church—then head

of the river, taking much the same coloured
blue, only a much broader stripe. And the
effect, I think, was 'neat,' if not handsome,
without being 'gaudy.' Moreover as Christ
Church College contributed four men and the
coxswain to the Oxford crew, they were surely
entitled to have a great voice in the selection
of dark blue. In the first race of 1829, Cam-
bridge could not agree upon any definite colour,
so they wore white linen shirts and a pink
sash or tie out of compliment to the stroke,
William Snow, of Lady Margaret College—
for pink was their distinguishing stripe. Dean
Merivale in later life thought they were not all
uniform, as one man said it was nonsense and
would not wear the pink at all. The second
race was rowed from Westminster to Putney
on June 17th, 1836, although in the meantime
there had been several attempts to arrange a
match. On this occasion the Cantabs adopted
Light Blue. The story runs that the crew
were just pushing off from Searle's yard at
Westminster when it was pointed out that there
was no colour in the bow of the boat. Mr. R.
N. Phillips, of Christ's College, a well-known
carman at that time, ran off to a haberdashery
shop and bought a piece of Eton blue silk rib-
bon. Although there was only one Etonian in
the boat we are told that when Mr. Phillips
produced the faint blue colour it was accepted
with enthusiasm—perhaps because it was the
very converse to the blue of the Oxonians,
who forthwith made their shade very deep in
tone. Thus in the first race on London waters
the light and dark blue was sported—as it will
be by most of the oarsmen and coxswains-drivers
in the great capital of our Empire to-day.

THE INTERNATIONAL FOOTBALL MATCH.
The greatest match of all the year so far as
the Association code is concerned will be de-
cided on the slopes of Sydenham, and if the
weather be favourable there is sure to be an
immense gathering for England and Scotland
appeal to even a larger constituency than the
final tie for the National Cup on April 20.
The Scotchmen have in the main relied on the
same team as represented the Scottish League
against the English League at that magni-
ficent enclosure New Ibrox—which has been
laid out at an expense of £20,000 on a ground
with a ten years' lease. The right full back,
Nichol Smith, has to make way for
Barney Battles, of the Celtic—which is
an intense surprise. Only one Anglo-Scot
that is to say a Scotch professional play-
ing in England, has been chosen, and, as last
year, this is Alexander Raisbeck—the sturdy
fair-haired lad, who plays centre half-back for
Liverpool. It is very curious that Raisbeck
and his comrade at half-back, Neil Gibson,
should both hail from the same village—
Larkhall. The English eleven, which was
selected on Saturday night, has caused some
surprise—and if not in my opinion capable of
defeating Scotland, nevertheless I think that
the team should be able to play a really good
game. Sutcliffe, of the Bolton Wanderers, who
is in goal, occupied that position against Scot-
land at Everton in 1895, when he was the
keeper in all the international matches. The
old Hockmoundlike three-quarter, also played
for England under Rugby Union rules in the
season of 1888-89 against the New Zealanders,
and is thus a dual international like H. Birkett,
of the Clegham Rovers, and C. P. Wilson, the
old Cambridge "Rugger" captain, who earned
his cap at Association when he played for
Hendon. W. J. Oakley is picked for the fifth
time of one of the full backs, but his partner is
J. Iremonger, of Nottingham Forest. This
youth is a son of P. S. Iremonger, an officer of
the Notte constabulary, who is always on duty
at the Trent Bridge ground. He was born at
Norton, in Yorkshire, 23 years ago, stands 5 ft.
11 in. and scales 135 lb. As Oakley is of the
same height and heavier, while Sutcliffe is 6 ft.,
and scales 14 stones, it cannot be denied that
the Scotch forwards are likely to meet with some
solid opposition if there is any charging going
on in front of goal—as sometimes happens at
Association football. Iremonger learned all
his game in Nottingham with two small local
teams called Wilford and Jardines. In 1895
he joined the Foresters, and has made slow but
sure progress. Readers will remember that in
the recent match between Nottingham Forest
and Sunderland I described him as the best back
on the field—and he is good if he keeps cool and
collected. The half-backs are a hard-working
division, Wilkes, of Aston Villa, being the
only new-capped man in the line. He is a
Walsall youth, and a rare terror at the oppo-
sing forwards. The front rank of England
includes G. O. Smith once again, so that if
the Old Cornishman plays this will make his
twentieth match for his native land—a record
which surpasses that of Norman C. Bailey, the
great half-back who is now a member of a well-
known firm of London solicitors. "Jo" Smith,
as he is sometimes called, recently lost his
mother, and I believe that he has only consented
to play because the prospects of his country are
not hopeful. The new men in the forward
brigade are Bennett, of Sheffield United,
Reginald E. Foster, of Oxford University and
Worcestershire, and Luke Blackburn, of the
Blackburn Rovers. Bennett and Blackburn
play similar games—that is to say, they are
wingmen of pace and determination who centre
beautifully—while on his day Bennett is the
hardest and finest shot at goal in England, and
with Bloomer as a partner the right-wing should
be strong; indeed—if all goes well, for both Ben-
nett and Bloomer possess strong self-will.
"Tip" Foster, the great batsman, is a great
forward. His football is in every way a credit
to Malvern School. The game should be a
grand struggle, but I am afraid that Scotland
will win.

THE ENGLISH CUP.

The surprise of the third round of the En-
glish Cup was the disaster which befel Wolver-
hampton Wanderers, who on their own ground
were dismissed by such an overwhelming score
as 4 to 0—and this after the Wanderers had
been to Trent Bridge and overthrown Notts

County. The United played with all the fire
and dexterity which they exhibited when they
won the Cup against Derby County in 1899.
The Wanderers, on the other hand, presented a
weak and irresolute defence—as may be im-
agined when I say they gave away three goals
in six minutes! But Liphm, the outside left
of Sheffield, played a greater game than Ben-
nett, and Needham was quite "facile princeps"
among the half-backs. This match was un-
doubtedly the feature of the round, and attracted
28,000 people to the Molyneux grounds, the
"gate" being over £1,100. In not one of the
four Cup-ties decided last Saturday were the
receipts less than £300. Professional football
does not look like killing the game.

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at Kowloon. Consignees are requested to im-
mediately send in to the undersigned original
Bills of Lading in exchange for which they
will receive local Bills of Lading on which
delivery can be obtained.

JARDINE, MATHESON & CO.,
Agents.
Hongkong, 27th April, 1901. [1132]

FROM HAMBURG, PENANG AND
SINGAPORE.

THE Steamship
"SEGOVIA."

Captain Forck, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before MON-
DAY, 10 A.M.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Limited, and stored at Consignees' risk and
expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 3rd May will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 3rd May, at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 27th April, 1901. [1126]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"TIEN-TSIN"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named
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are being landed and placed at their risk in
the Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by
Mark and delivery can be obtained as soon as
the goods are landed.

Goods not cleared by the 5th proximo, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company within ten
days after the vessel's arrival here, after which
no claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 29th April, 1901. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
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Goods not cleared by the 1st prox. at 4 P.M.,
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
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H. A. RITCHIE,
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Hongkong, 26th April, 1901. [1]

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SHANGHAI	APRIL MARU	Jap. str.	—	De la Perelle	BUTTERFIELD & SWIRE	On 24th inst. at Noon.
SHANGHAI	AKASHI MARU	Jap. str.	—	H. Mokati, R.N.R.	CANADIAN PACIFIC R. Co.	On 24th inst. at Noon.
SHANGHAI	MAIDZURU MARU	Jap. str.	—	N. Trent	NIPPON YUSEN KAISHA	On 21st inst. at Noon.
SWATOW, AMOY & PAIWANFO	THALES	Brit. str.	—	Christiansen	MELCHERS & CO.	To-day.
TAMU, via SWATOW & AMOY	KAITONG	Brit. str.	—	Hempel	HAMBURG-AMERIKA LINIE	To-morrow, at 4 p.m.
HAIPHONG	PELLA	Brit. str.	—	Mosca	DODWELL & CO. LIMITED	On 4th inst.
HOLO & CERU	SUNGKANG	Brit. str.	—	Ostermann	TOYO KISEN KAISHA	On or about 6th inst.
MANILA	KUNSAO	Brit. str.	—	De la Perelle	BUTTERFIELD & SWIRE	On or about 11th inst.
SINGAPORE, PENANG & CALUTTA	BISAGO	Brit. str.	—	H. Mokati, R.N.R.	CANADIAN PACIFIC R. Co.	On 8th May, at Daylight.
SINGAPORE, PENANG & BOMBAY	HIBOSIMA MARU	Jap. str.	—	N. Trent	NIPPON YUSEN KAISHA	On 15th inst. at Noon.
BOMBAY, via SINGAPORE & COLOMBO	—	—	—	Christiansen	MELCHERS & CO.	On 10th inst.

SHIPPING.

ARRIVALS.
April 30, MONTEREY, American monitor.
4,900, G. W. Pigeon, Canton 25th April.
May 1, LIZARD, British gunboat, 700, J. C. Watson, Rangoon 30th April.
May 1, WINGANG, British str., 1,517, T. H. Sellar, Canton 30th April, General.
JARDINE, MATHESON & CO.
May 1, KWONGSANG, British str., 989, T. Arthur, Chinkiang and Wuhu 26th April, Rice.—JARDINE, MATHESON & CO.
May 1, CANTON, British str., 1,110, Lawrence, Swatow 30th April, General, JARDINE, MATHESON & CO.
May 1, KONIGSBERG, German str., 3,135, C. Christiansen, Shanghai 28th April, General.—CARLOWITZ & CO.
May 1, HAKATA MARU, Japanese str., 3,813, F. L. Sommer, Moji 27th April, General.—NIPPON YUSEN KAISHA.
May 1, KALGAN, British str., 1,158, G. Speed, Wuhu 24th April, Rice.—BUTTERFIELD & SWIRE.
May 1, MACHUW, German str., 965, Farrell, Bangkok 23rd April, General.—MELCHERS & CO.
May 1, MAIDZURU MARU, Japanese str., K. Sobajima, Taiwan via Amoy and Swatow 30th April, General.—M. B. KAISHA.

CLEARANCES.

At the Harbour Master's Office.
1st May.
Loongyung, British str., for Manila.
Tientsin, British str., for Moji.
Diamante, British str., for Manila.
Kwongyung, British str., for Canton.

DEPARTURES.

May 1, CITY OF PEKING, American str., for San Francisco.
May 1, PRINCESS IRENE, German str., for Shanghai.
May 1, PRINCESS IRENE, German str., for Europe.
May 1, CONCORD, U.S. gunboat, for Amoy.
May 1, HERMIONE, British cruiser, for Foochow.
May 1, ANAKI MARU, Jap. str., for Moji.
May 1, KYOTO MARU, Jap. str., for Swatow.
May 1, AKASHI MARU, Jap. str., for Manila.
May 1, MOYUNE, British str., for Manila.
May 1, DIAMANTE, British str., for Manila.
May 1, LOONGSANG, British str., for Manila.
May 1, TIENSIN, British str., for Moji.
May 1, KWONGSANG, British str., for Canton.
May 1, SALAHADJI, British str., for Swatow.

VESSELS IN DOCK.

ABERDEEN DOCK.—U.S.S. Bennington, Lung Tain, Hanchow, Pinguey, Compagnie de Filippine, Styr, Burnside, Argue, Athenian, Karp, Hongkong, Zaire, Caledonia, Nanchang, COSMOPOLITAN DOCK.—Colonie, Petriana.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—

ADOLPH OBERG, American ship, Amesbury.—Standard Oil Co.
CLAYRING, British str., J. Barker.—Doddwell & Co., Ltd.
COMPANIA DE FILIPINA, Amr. str., D. Migue Orta.—Brando & Co.
LOUISE J. KENNY, Amr. str., A. H. Olson.—Master.
PRESIDENT, British bark, E. B. Munro.—Chinese.
SEA WITCH, American ship, Howes.—Master.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship
"KUMSANG."
Captain Buller, will be despatched as above TO-DAY, the 2nd May, at 3 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 29th April, 1901.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR HAIPHONG.

THE Company's Steamship
"THALES."
Captain Robson, will be despatched for the above port TO-DAY, the 2nd May, at Noon.
For Freight or Passage, apply to
DOUGLAS LAPELLE & CO.,
General Managers.
Hongkong, 30th April, 1901.

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.

THE Steamship
"LOONGMOON."
Captain Schulz, will be despatched for the above port TO-MORROW, the 3rd May, at 4 P.M.
This steamer has superior accommodation for First and Second Class Passengers.
For Freight or Passage, apply to
SIEMSEN & CO.,
Agents.
Hongkong, 29th April, 1901.

"GLEN" LINE OF STEAMERS.

FOR KOBE DIRECT.

THE Company's Steamship
"GLENSHIEL."
Captain J. McGillivray will be despatched for the above port on SATURDAY, the 4th May.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.
Hongkong, 30th April, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG-AMERIKA LINIE—HAMBURG).

FOR NEW YORK via SUEZ CANAL.

THE full-powered Steamship

"ASTORIA."

Captain Ostermann, will be despatched for the above port on or about 4th May.
For Freight, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 15th April, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI via SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU."

Captain K. Sobajima, will be despatched for the above ports on SUNDAY, the 5th May.
For Freight or Passage, apply to
THE MITSUI-BUSSAN KAISHA,
Agents.
Hongkong, 29th April, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 6th May, 1901, at 1 P.M., the Company's Steamship

"YARRA," Captain Negro, will leave this port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 5th May. (Parcels are not to be sent on board; they must be left at the Agency's Office).
For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, 23rd April, 1901.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKATA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 3rd May, at DAYLIGHT.
HITACHI MARU	KOBE and YOKOHAMA	FRIDAY, 10th May, at DAYLIGHT.
KINSHU MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, KOBE, MOJI and YOKOHAMA	SATURDAY, 11th May, at 4 P.M.
AWA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 17th May, at DAYLIGHT.
MIKE MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 21st May, at NOON.
WAKASA MARU	KOBE and YOKOHAMA	FRIDAY, 24th May, at DAYLIGHT.
ROSETTA MARU	NAGASAKI, KOBE and YOKO.	FRIDAY, 24th May, at NOON.
HIBOSIMA MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 24th May, at NOON.
KASUGA MARU	SYDNEY and MELBOURNE, MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 24th May, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
A. S. MIHARA,
Manager.

Hongkong, 29th April, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KONIGSBERG	HAVRE, BREMEN & HAMBURG	On 3rd May; Freight and Passage.
SEGOVIA	HAVRE & HAMBURG	On 25th May; Freight.
Capt. Forer	(Calling at Singapore and Penang)	
WITTENBERG	HAVRE & HAMBURG	On 10th June; Freight.
Capt. Hempel	(Calling at Singapore and Colombo)	

HAMBURG-AMERIKA LINIE. HONGKONG OFFICE. QUEEN'S BUILDINGS, No. 1.

Hongkong, 30th April, 1901.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
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SHANGHAI AND JAPAN	JAPAN	About 7th May	Freight or Passage.
PAN	G. K. Wright, R.N.R.	May	
LONDON, &c.	BALLAARAT	Noon, 11th May	See Special Advertisement.
	C. T. Denry	May	
SHANGHAI	BENGA	About 11th May	Freight or Passage.
	S. Barclay	May	
MARSEILLES AND LONDON	CANTON	About 18th May	Freight or Passage.
	C. F. Lockstone, R.N.R.	May	

For Further Particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 24th April, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO-LAND PASSENGERS AND LOGGERS. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PORTS IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
PRINZ HEINRICH	15th May, WEDNESDAY
PREUSSEN	29th May, WEDNESDAY
HAMBURG (Hamburg-Amerika Linie)	13th June, THURSDAY
SACHSEN	27th June, THURSDAY
KIAUSCHOU (Hamburg-Amerika Linie)	11th July, THURSDAY
BAYERN	25th July, THURSDAY
STUTTGART	8th August, THURSDAY
KONIG ALBERT	22nd August, THURSDAY
PRINCESS IRENE	5th September, THURSDAY
PRINZ HEINRICH	19th September, THURSDAY
PREUSSEN	3rd October, WEDNESDAY
HAMBURG (Hamburg-Amerika Linie)	17th October, WEDNESDAY
SACHSEN	31st October, WEDNESDAY
KIAUSCHOU (Hamburg-Amerika Linie)	14th November, WEDNESDAY
BAYERN	28th November, WEDNESDAY

Shipping Orders will be granted till Noon on MONDAY, the 13th May, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 14th May, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 14th May.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD. MELCHERS & CO., AGENTS.

Hongkong, 2nd May, 1901.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
TACOMA	2,811	A. Dixon	May 17th
VICTORIA	3,502	J. Pantou	May 28th
DUKH OF FIRE	3,821	J. S. Cox	June 7th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 232.

Excellent accommodation. First-class Table. Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 243.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 44 days. Magnificent Scenery of the Rocky and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 235.

The best route to the KLODYKE GOLD FIELDS. Frequent sailings from Victoria and TACOMA to DYRA and St. MICHAEL.

Rates of Passage to other Points on application.
A Special rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to
DODWELL & CO. LIMITED,
General Agents.

Hongkong, 16th April, 1901.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

"EMPRESS OF JAPAN" Comdr. H. Pyke, R.N.R. WEDNESDAY, 16th May, 1901.
"EMPRESS OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 5th June, 1901.
"EMPRESS OF INDIA" Comdr. C. P. Marshall, R.N.R. WEDNESDAY, 26th June, 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage from HONGKONG to VAN COUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Extra tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

VESSELS ON THE BERTH.
OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	STEAMERS	DUK
GLASGOW and LIVERPOOL.	"DARDANUS"	On 2nd May.	
GLASGOW and LIVERPOOL.	"MACHAON"	On 9th May.	
GLASGOW and LIVERPOOL.	"ACHILLES"	On 14th May.	
GLASGOW and LIVERPOOL.	"PROMETHEUS"	On 28th May.	

FOR	STEAMERS	TO SAIL
LONDON	"ANTENOR"	On 14th May.
LONDON	"CALCHAS"	On 28th May.
LIVERPOOL	"PYRRHUS"	On 10th May.
LIVERPOOL (Taking Cargo at London Rates)	"ULYSSES"	On 24th May.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 20th April, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
TIENSIN	"KWEIYANG"	On 2nd May.
SHANGHAI	"PAKHOT"	On 4th May.
SHANGHAI and CEBU	"KALPONG"	On 6th May.
MANILA	"SUNGKIANG"	On 9th May.
Kobe and YOKOHAMA	"CHANGSHA"	On 10th May.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th April, 1901.

COMPAGNIE DES MESSEGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE,
AND YOKOHAMA.

THE Company's Steamship

"LAOS," will be despatched for the above ports on or about the 6th May, 1901.
For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 30th April, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"
Captain S. Asumi, will be despatched for the above ports on WEDNESDAY, the 8th May, at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 24th April, 1901.

REGULAR STEAMSHIP SERVICE TO
NEW YORK

VIA PANAMA AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"PERDENT" ... 8th May

"AFRIDI" ... 24th May

"HILGLEN" ... 14th June

"LOWTHER CASTLE" ... 30th June

For Freight and further information, apply to
DODWELL & CO. LD.,
Agents.

Hongkong, 2nd May, 1901.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE

(Calling at Port Darwin and QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE,"
Captain McArthur, will be despatched for the above ports on THURSDAY, the 9th of May, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 15th April, 1901.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"DALLAARAT,"
Captain C. T. Denny, carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 11th May, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
H. A. KITCHIE,
Superintendent.

Hongkong, 29th April, 1901.

VESSELS ON THE BERTH

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GALICIA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) ... TUESDAY, May 7, 1901, at NOON.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) ... SATURDAY, June 1, 1901, at NOON.

CORTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) ... THURSDAY, June 27, 1901, at NOON.

THE Company's Steamship "GALICIA" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU ON TUESDAY, the 7th May, 1901, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 15th April, 1901.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHAFSON, TOPEKA AND SANTA FE
RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.

TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.

THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLEISLE CITY" ... About 12th May.

S.S. "BERGIAN KING" ... About 16th June.

THE Steamship "CARLEISLE CITY" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on THURSDAY, the 16th May, 1901, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Seattle Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.

Hongkong, 30th April, 1901.

PORTLAND AND ASIATIC STEAM-
SHIP COMPANY.

Agents for and in connection with
OREGON RAILROAD AND NAVI-
GATION COMPANY

operating the New First Class Steamships
"INDRAVELL," "INDRAPURA,"
"KNIGHT COMPANION"

between HONGKONG and PORTLAND (OR) calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION" will be despatched for Portland (OR) on WEDNESDAY, the 15th May, 1901.

Through Bills of Lading issued for Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through rates of Freight and further information communicate with or apply to
ATLAN CAMERON,
General Agent,

or to
SHEWAN, TOMES & CO.,
Hongkong, 2nd May, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports of SOUTH AFRICA in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CHIOCTA. Sailings from CALCUTTA for CAPE PORT every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.

Hongkong, 4th August, 1897.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA
(FLORIO AND ROMATINGO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.

Taking Cargo at through rates to PERHIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BISAGNO,"
Captain Magnanini, will be despatched as above on SATURDAY, the 11th May, at NOON.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 30th April, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"AKASHI MARU,"
Captain K. Sudaiki, will be despatched for the above ports on WEDNESDAY, the 15th May, at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 1st May, 1901.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) ... SATURDAY, May 25, at NOON.

(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) ... TUESDAY, June 18, at NOON.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) ... SATURDAY, July 13, at NOON.

THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU ON SATURDAY, the 25th May, 1901, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

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For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 2nd May, 1901.

HONGKONG STEAMERS.

A. McLeod, Amr. str., 512, Ugarte, April 23, 1901.

Amoy, British str., 1,156, Barlow, April 26, 1901.

Apenrade, German str., 611, Lorenzen, April 1, 1901.

Athenian, British str., 2,444, Morvatt, April 8, 1901.

C. P. R. Co. Burnside, Amr. str., 1,400, Laffin, April 14, 1901.

Canton, British str., 1,110, Lawrence, May 1, 1901.

Ceylon, British str., 2,637, Hayward, April 18, 1901.

P. O. S. N. Co. Chowat, German str., 1,115, Morris, Apr. 25, 1901.

Butterfield & Swire. Clavering, British str., 2,255, Barker, Mar. 30, 1901.

Dodwell & Co., Limited. Compania de Filipinas, Amr. str., 707, Orts, April 3, 1901.

Fansang, British str., 1,141, Mitchell, Apr. 26, 1901.

Gaelic, British str., 2,691, Finch, April 30, 1901.

O. & U. S. S. Co. "Hansel," British str., 2,204, McMillan, April 25, 1901.

Haitan, British steamer, 1,183, Rosoli, April 30, 1901.

Douglas Laprak & Co. Hakata Maru, Jap. str., 3,813, Sommer, May 1, 1901.

Nippon Yusen Kaisha. Hangchow, British str., 909, Pearce, Mar. 21, 1901.

Butterfield & Swire. Holstein, German str., 985, Ipland, April 29, 1901.

Jebeon & Co. Hongkong, French str., 862, Faunier, April 19, 1901.

A. B. Marty. Hae, French steamer, 704, Godinan, April 29, 1901.

A. B. Marty. Jacob, Dutch steamer, Ger. str., 623, Riske, April 29, 1901.

Kaifong, British str., 1,024, Pennefather, Apr. 16, 1901.

Butterfield & Swire. Kalgau, British steamer, 1,158, Speed, May 1, 1901.

Butterfield & Swire. Konigsberg, German str., 3,135, Christiansen, May 1, 1901.

May 1, Carlowitz & Co. Kumsang, British str., 2,076, Buller, Apr. 25, 1901.

Jardine, Matheson & Co. Macheu, German str., 995, Farrel, May 1, 1901.

Melchers & Co. Madhura Maru, Japanese str., 657, Sobajima, May 1, 1901.

Butterfield & Swire. Mongkut, German str., 359, Muller, Apr. 30, 1901.

Melchers & Co. Nanchang, Brit. str., 1,062, Finlayson, Apr. 23, 1901.

Butterfield & Swire. Pakhoi, British str., 1,248, Williams, Apr. 25, 1901.

Butterfield & Swire. Petriana, British str., 900, Snape, Mar. 25, 1901.

Arnhold, Karberg & Co. Phra Chom Klao, British str., 1,011, Shepherd, Apr. 28, 1901.

Butterfield & Swire. Pinguey, British str., 4,149, Pennell, April 7, 1901.

Jardine, Matheson & Co. Progress, German str., 687, Brandt, April 29, 1901.

Siemens & Co. Pronto, German str., 632, Grandt, April 14, 1901.

Siemens & Co. Rajahm, German str., 1,189, Aliborn, Apr. 23, 1901.

Butterfield & Swire. Sandakan, Ger. str., 1,374, Brandstetter, April 20, 1901.

Melchers & Co. Siuongan, Dutch str., 1,818, Sandman, April 18, 1901.

Skuld, Norwegian str., 913, Berbon, April 12, 1901.

Sullberg, German str., 782, Jessen, April 12, 1901.

Siemens & Co. Tartar, British steamer, 2,768, Bowles, April 1, 1901.

C. P. R. Co. Tetartar, German str., 1,578, Decker, April 22, 1901.

Siemens & Co. Thales, British steamer, 820, Robson, April 20, 1901.

Douglas Laprak & Co. Whampoa, British str., 1,108, Laver, April 27, 1901.

Butterfield & Swire. Wingsung, British str., 1,517, Sellar, April 27, 1901.

Jardine, Matheson & Co. Wineland, Danish str., 1,667,

THE WEATHER

CHINA COAST	Mr. & Mrs. J. Allen	Mrs. E. N. Irvine;
REGISTER, 30th APRIL, 1907.	Mrs. Angus	Mrs. J. B. Jackson and
	Miss L. Millicent Atkinson	child
	Miss W. S. Bailey	Mr. A. Johnson
	Mr. & Mrs. O. M. D. Bell	Mr. & Mrs. E. S. Joseph
	Mr. F. G. A. Beringer	Mr. E. A. Kitchin

M. S. King, R.E.

[illegible]

Taipei	54	—	—	—	—	Mr. E. E. McDevitt
Taiichu	—	—	—	—	—	Mr. D. V. Stuart
Tainan	—	—	—	—	—	Mrs. R. B. Taft
Koshun	—	—	—	—	—	Mr. D. G. Taylor
Pescadore	—	—	—	—	—	Mr. Tiblato
Yoshida	20.00	100	80	61	—	Mr. M. H. Gibney
						Mr. T. H. Harris
						Mr. J. A. Holliday
						Mr. W. Hall
						Mr. H. Handelman
						Mr. B. Henry
						Mr. T. Harris

Mr. G. H. Wakomax
-D. Mr. and Mrs. Frank W

[illegible]

Mr. & Mrs. Miller
Mr. Stuart (i. Newall)

<p>Messrs. Falconer Co.'s REGISTER. 1st May. Barometer 9A.M.... 29.92 Therm. 9A.M. (Wet bulb) 75 Barometer 1P.M.... 29.88 Therm. 1 P.M. (Wet bulb) 77 Barometers 4P.M.... 29.84 Therm. 4 P.M. (Wet bulb) 77 Thermom. 9A.M.... 30 Therm. Maximum over... 81 Thermers. 1 P.M.... 32 Therm. Minimum over...</p>	<p>Sir John Carrington, C.M.G. Miss Carrington Mr & Mrs. E. A. Car. J. H. Collard Colonel Crookenden Mr. G. H. Dana Mr. F. Drilon</p>	<p>Barron's Abbott O'Ano- than Colonel the O'Gorman, Madam O'Gorman Mr. M. Outinell John Pollock Capt. Prynn, R.A.M.C. Mrs. Prynn Mrs. Retallick</p>
---	---	--

Doctor Iran Key
Mr. Edward Sheilim

	Previous day & 4 P.M.	On night of 10 P.M.	On date of 10 P.M.	
Barometer	29.92	29.83	29.86	Mr. D. M. Graham
Temperature	71	71	71	Major W. W. Gaudy Griffin
Humidity	83	72	81	Mr. A. A. Sinclair
Direction of wind	E	N	SW	Mr. A. G. Stokes
Force	5	5	5	Mr. G. L. Tomin
Weather	C	C	C	Mr. & Mrs. E. Campbell
Rain	0	0	0	Mr. G. M. Harston
				Mr. H. H. Wason
				Mr. J. Hays

Highest open air temperature on the 4th.	84
Lowest open air temperature on the 30th.	73

CONNAUGHT HOUSE.

Amos Mrs. J. W. Kite
Ken Mrs. B. H. McCalla

2nd to the 8th May, 1901.				2nd to the 8th May, 1901.			
SHOAL WATER.				LOW WATER.			
Day Week.	Day of Month.	Hongkong Mean Time.	Height.	Hongkong Mean Time.	Height.		
THURSDAY	2	8 14	3 11	22	4 29	Miss Bloeker. Mr. & Mrs. J. Brownhill. Lieut. H. F. Bryan. U.S.N. Mrs. C. A. Carr. Mrs. E. F. Candy. Mrs. W. F. Hickey. Miss D. R. Healey. Mrs. A. Hamilton.	
FRIDAY	3	8 14	3 11	23	4 29	Miss L. H. McCalla. Mrs. S. M. Mills. Mrs. J. H. Page. Misses Page. Mrs. H. D. Rutherford. Mrs. E. F. Schaffeld. Mrs. H. D. Taussig. Mrs. W. P. Vose. Major J. J. C. Watson.	

Mrs. J. J. C. Watson
M. G. Mr. Ernest Weinher

						Hutchinson	Mrs. A. Williams
Sun.	6	10 30	2 0	3 47	-1 0	Mrs. Thos. Inaley	Mrs. A. Williams
		11 10	4 9	3 48	-1 7	Mrs. H. L. Jewett	Mrs. Williams
Tues.	5	11 10	2 4	3 33	-1 0		
Mon.	5	10 42	4 13	3 33	-1 10		
Fri.	5	10 42	4 13	3 33	-1 0		
Thurs.	7	10 40	2 1	3 36	-1 0		
		10 40	2 1	3 36	-1 2		
Wed.	8	10 35	1 13	3 35	-1 0		
		10 35	4 11	3 35	-1 0		

CHAMBERLAIN HOTEL

Mr. James Anderson	Staff-Surgeon H. and
Mr. & Mrs. H. Matheson	Mrs. Canton
Brown	Consul Volpicelli
Mr. E. Burns-Pro	


Mr. and Mrs. J. More

HABER'S SQUARE BOTTLE WHISKY.

and child
Mrs. E. V. Bash
Mrs. F. Benson
Mr. N. K. Davidson
Mrs. Donsman
Miss V. Donsmaa
Mr. Duprat
Mr. F. Percy Harrold
Mrs. Matthews
and children
Miss Nicol
Mr. & Mrs. R. Pascoe
Mr. R. Eddcock
Mr. N. S. P. Trimmingham
Mrs. Webster
Mr. Wiant

Mr. McIntyor
Miss Grace Noble

JOHNSTON



FIRE BOTTLE

Lieut. C. Leary
Mr. & Mrs. E. G. Lewis
Mr. Lovell
Mr. W. van Masicosky

Master C. M. Parsons
Mrs. Parsons
Miss Dorothy Parsons
Capt. Wiltruss

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ИПЧ, 1955.

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3 Star, SPECIAL—The finest of all "Peg" WHISKIES at **\$18.00**
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at **\$19.00**

Stop drinking rank, Smoky Stuff, because it is the cause of all the trouble in the SODA—
Try HAIG & HAIG'S WHISKIES: pure, mellow, matured, non-smoky, delicate flavored
Once tried, preferred to all others. Sole Agents for Hongkong

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